GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of March 11, 1929. Vol. VIII. No. 3.

1. Air Line Will Serve Honduran Capital Before Railroad Is Built.
2. The Haddock Now Rules New England's Wharves.
3. Majorca, Where a Snowstorm Is News.
4. Homes Around the World.
5. Salonika: the New York of the Balkan Peninsula.

© *Photograph by Gómes Miralles*

COLONEL LINDBERGH PAINTED FLAGS OF CENTRAL AMERICAN AND OTHER COUNTRIES ON THE "SPIRIT OF ST. LOUIS"
(See Bulletin No. 1)

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Air Line Will Serve Honduran Capital Before Railroad Is Built

ONE city on the new air line from Miami to Panama was not touched by Colonel Lindbergh on his flight to the Canal Zone.

He left Honduran mail at Tela, the banana port. But future flights call for stops at Tegucigalpa, the secluded capital in a mountain valley. Tegucigalpa is reported busily at work constructing a splendid new airport, yet no railroad line enters the city.

Tegucigalpa lies due south of Chicago. Slightly more than a decade ago a correspondent of the National Geographic Society, describing his visit to Tegucigalpa, wrote, "From Amapala (a port on the Pacific coast of Honduras) a launch is taken to San Lorenzo, where necessary mules should be arranged for in advance since they have to come from a town some miles away. If a light pack is all the traveler has, it can be taken with him on a mule; otherwise it is better and cheaper to send heavy baggage forward by oxcart. Tegucigalpa should be reached in three days."

Lindbergh Praised Citizens' Hospitality

The traveler approaching the capital from the Pacific coast takes the same route to-day, but the three days' trip has been cut to a few hours. Three hours after boarding a boat at Amapala the traveler arrives at San Lorenzo and is comfortably seated in an automobile for the trip over the Honduran hills to the capital, 61 miles inland. Mules and oxcarts still plod the highway, but truck and automobile traffic gradually replace this slow mode of transportation.

Tegucigalpa means "Silver Hill." Silver and gold mined in the neighborhood brought the city into the spotlight many times during the past two centuries. Between 1778 and 1820, silver to the value of $200,000,000 was produced. Political troubles have threatened the city's growth from time to time, but between disturbances it has prospered.

To-day Tegucigalpa has a population of 39,000. Its inhabitants are noted for their hospitality. Commenting on his visit to the Honduran capital during his South American flight, Col. Charles A. Lindbergh wrote: "For two days I visited with the friendly people of Tegucigalpa and it was with regret that I took the air on January 5. . . . ."

Railroad From Atlantic Coast Advances Toward Capital

The city, nestling among the fertile Honduran hills, basks in the tropical sun. No railroad yards or ship docks are there to disturb the eardrums of the natives, but the noise of the market place furnishes excitement aplenty. Here the rural folk attempt supersalesmanship by word of mouth and wild gestures, while the city folk wait patiently for the merchants to lower their rates to bargain prices.

Most of the buildings in the capital are but one story, forming monotonous rows along narrow cobbled streets. Now and then the streets open into parks, but the real beauty spots of the city are to be found in the courtyards which many of the houses surround. A peep into some of them reveals miniature gardens and walks, forming colorful frames for splashing fountains.

Modern buildings, rising above the old, red-tiled housetops, are appearing, but the outstanding structure is the Casa Presidencia, the Honduran "White House."

UMI

© *Photograph by Truyol*

MAJORCA TERRACES ITS MOUNTAINS FOR FRUIT TREES AND GARDEN CROPS

Economical terracing of small strips of land can be seen in all parts of the island, but Bañalbufar applies this principle of cultivation on a gigantic scale. Row after row of terraces, each with irrigating reservoirs, spread out in every direction, so that the rays of the sun may reach every contour of this sheltered valley on the northwestern coast. This region is now an outdoor forcing house for tomatoes and other vegetables (See Bulletin No. 3).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

The Haddock Now Rules New England's Wharves

BOSTON has been having big fish days. To its wharves fishing schooners brought in a single day 3,000,000 pounds of fish, and most of the fish were haddock and mackerel.

New England has long been famous for its fisheries, but never have they been so busy as they are to-day. The annual catch, which has risen to 276,000,000 pounds, eclipses all former records.

The sacred wooden codfish still hangs above the door to the Hall of Representatives in the Statehouse at Boston, but its scaly brother codfish has been deposed in Boston's harbor. Haddock rules the wharves.

© *National Geographic Society*

SKIPPER OF A FISHING VESSEL

Members of the Gadidae Family Compete in Trade

For five years now more pounds of haddock than of cod have been landed at New England ports. Reports on the 1927 catch show that 128 million pounds of haddock were landed at the chief New England ports against 63 million pounds of codfish. The haddock catch brought about $1,400,000 more than the cod catch.

Dominance in New England's fisheries narrows down to strife within the Gadidae, a fish family. The haddock must defend its newly won throne against cod, pollack, and hake. Through all four species runs the blood of the Gadidae.

How great has been the fall of codfish we can measure by looking back to the very beginning of American fisheries in 1534 when its rule began. Jacques Cartier's note to King Francis I of France, that fish were so thick on the Grand Banks a fisherman need only lower a basket into the sea to bring up a bushel, brought fleets to Newfoundland. Cod was king in New England, Nova Scotia and Newfoundland from that day, but not entirely because of its numbers. Codfish can be preserved by dry salting, while other fish cannot; therefore, it has been favored.

Refrigeration Has Opened a Big Market for Haddock

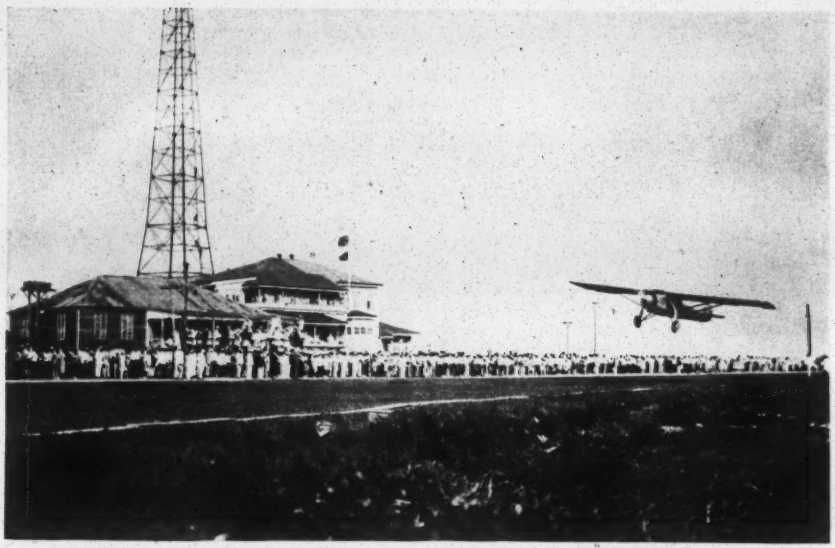
The rise of haddock is one of the remarkable romances of industry. At Findon, near Aberdeen, Scotland, there occurred years ago a water front fire which damaged a warehouse containing haddock. During the blaze, so the story goes, a breeze brought delicious fragrance to the noses of assembled Scots. They in-

UMI

It is a magnificent stone building of two stories with a fortresslike wall nearly surrounding it.

Although airplane service will reach Tegucigalpa before the steam engine, railroads are pushing their way from the Atlantic coast inland toward the city. Nearly one-third of the trip from Puerto Cortes on the Atlantic coast to Tegucigalpa now may be made by railroad which connects with a good highway.

Bulletin No. 1, March 11, 1929.



© Photograph by V. M. Lizárraga

LINDBERGH LANDS AT BELIZE, BRITISH HONDURAS

The "Spirit of St. Louis" was the first plane to visit Belize. Colonel Lindbergh revisited the capital of British Honduras on his recent flight inaugurating the new air line from Miami to the Canal Zone.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Majorca, Where a Snowstorm Is News

FOR THE first time in as many years as the oldest inhabitants can remember, a snowstorm assailed Majorca.

The bitter cold wave that descended upon Europe swept across sunny, southern France and out over the Mediterranean Sea to the group of islands off the east coast of Spain.

Majorca is an island paradise not very well known even to Spaniards, and almost wholly missed by the stream of outside tourists that courses through other parts of the Mediterranean, Italy, and to a less extent through the Spanish mainland. But the beauties and delights of the island are beloved by its own people who have an intense local patriotism.

The Mountains of Majorca Are of Gleaming Marble

The island is almost square, about 40 miles along each side, and lies as though hanging by a cord from the eastern end of the Pyrenees. Thus a corner points in each of the cardinal directions, while the sides are exposed to the northeast, the northwest, the southwest and the southeast.

Along the northwest side, which faces Spain, is a high mountain range whose loftiest peaks, nearly a mile high, bear patches of snow in winter. But even in the summer their tops are gleaming white, for they are of marble and the crests of many are devoid of vegetation. The lesser peaks and shoulders are clad in a mantle of dark green pines while lower are groves of ilex and flowering shrubs. On the gentler slopes of this northern coast and in its valleys man has placed vineyards and orange and olive groves. The whole panorama, sweeping from the blue sea through varying greens to the shining white peaks, makes a picture of incomparable loveliness.

It is south of the mountains that Majorca's garden spot is found, and the fertile plain that sweeps off from the foot of the range to the hills that rim the southeastern side of the island is called just that, the "Huerta." This level region supports many thousands of acres of almond and apricot trees, and in the spring is a vast sea of blossoms. Among the trees, gardens are cultivated and grass is grown for pasturage. The hills that rim the plain have been terraced for centuries, and on them rise tier after tier of grape vines and olive trees.

Held by the Moors for Half a Century

Palma, the capital of Majorca, lies in a broad bay that indents the southwestern side of the island just south of the high mountains. A city has existed there probably since the days of Carthage when colonists from the African empire occupied Majorca, but there is little evidence now of anything but Spanish influence. Scattered about the city are numerous, interesting old palaces of the leading island families—one at least for almost every street.

Majorca, like the Spanish mainland, was overrun by the Moors. For 500 years they held the island with Palma (then Mallorca) a flourishing Moorish city. It was a thorn in the side of the Spanish Christian kingdoms, however, for the Majorcan Moors became piratical in the twelfth century and no Christian ship was safe. King Jayme I of Aragon organized a strong expedition which sailed from near Barcelona in 1229, and, after a siege, captured Palma. Soon the whole island

vestigated after the fire had been put out and found the taste of smoked haddock quite as delightful as its fragrance. So they named it finnan (Findon) haddie.

In America chance has not figured in the success of haddock. The increasing use of ice for preserving perishable freight proved the great boon to American haddock fishing, Filets of haddock (fish with the bones removed) now travel the length and breadth of the land. Grocery stores in Georgia sell fresh haddock from New England. Secondly, haddock swim much closer to New England ports than do cod. Great South Channel, only a day's sail from Boston, is the home of the haddock, while fishing schooners must lose several days reaching cod fishing grounds on the Grand Banks.

Bulletin No. 2, March 11, 1929.

© *Photograph by International Newsreel*

THE "SACRED CODFISH"" IN THE BOSTON STATE HOUSE

In the Hall of Representatives, in Boston, hangs a wooden codfish "as a memorial of the importance of the cod fishery to the welfare of this commonwealth," in accordance with a resolution passed in 1784. It may be seen above the transom of the door.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Homes Around the World

HOME Dedication Day will be celebrated in many countries on March 27.

Life among all peoples centers about the home. Whether it be a rude shelter of grass or a bungalow on top of a New York skyscraper, it is a home and it serves the needs of a family.

Last year 37 States reported construction of dwellings which cost more than two and a half billion dollars. These figures would stagger primitive peoples to whom real estate men are unknown and building material costs nothing.

Mud, Lava and Peat Are Building Materials

Perhaps the world's cheapest houses are occupied by the Pygmies of Central Africa. When these jungle dwellers move to a new hunting place they seek high bushes, make a small clearing and bend the bordering brush until it meets. Then they tie the tops and cover the little bower with leaves and grass. Even the dwarfed Pygmies cannot stand in their abodes. If there is a large family there is usually one large "house" for the parents and little ones to accommodate the children.

The Nigerian natives' homes are nearly as easily built but they are more permanent. When a young tribesman is ready to marry and settle down, he selects a good location, puddles mud with which he builds the side walls, and then makes his thatched roof out of grass and leaves that he finds in his front yard or nearby forests.

The Cape Verdeans off Africa's west coast build their houses of lava rock which litters the surface of the islands, while in the Shetland Islands north of Scotland, where the people have become famous for their ponies, blocks of peat supply the principal building material as well as fuel. Most of the Shetlands are treeless.

In the Orient where bamboo is plentiful, the tubular stalks are extensively used by the natives in house construction. Amid the small, well-cared-for farms, the bamboo houses of the Japanese are usually surrounded by flowers and cherry blossoms. The frail looking walls support thatched roofs of grass straw or reeds which extend far over their sides. Sliding panels of wood covered with paper are used for doors. Pictures painted on the interior walls replace framed pictures common in western world homes.

Siamese Build Houses on Stilts to Forestall Tiger Attacks

Along the banks of the rivers and numerous canals of China bamboo houses are seen perched high on piles. For doorsteps the occupants use ladders. While their elevation here is for the purpose of keeping water from the house in time of floods, the jungle dwellers of Siam elevate their huts to protect themselves from lurking tigers and leopards which take heavy toll of life among the natives.

Hundreds of thousands of Chinese and other Asiatic live in junks and sampans that may be seen clustered about in the harbor of any oriental seaport. A portion of the boat is housed in by wood or matting. Small children are tied to keep them from falling overboard. The older ones sometimes have barrels tied to their backs to keep them afloat should they lose their balance.

was subdued and divided among Jayme's knights and soldiers. It has remained Spanish ever since.

The Spanish Majorcans followed in the footsteps of their Moorish predecessors in so far as developing nautical ability was concerned. As traders they rivaled the Genoese for a time and once dominated the entire western Mediterranean, controlling Sicily, Sardinia, Corsica and Malta. Palma had a great dockyard for galleys. In the middle of the fourteenth century more than 30,000 sailors and 460 vessels were in the Majorcan service. The Majorcan navy constituted one of Christendom's chief bulwarks against the ravages of the Barbary pirates.

One of the interesting sights of Palma is the old exchange building, near the harbor, where great mercantile affairs were conducted in the old days. It resembles the old exchanges of Venice and Genoa. The passage of the galley and the sailing vessel as the chief burden bearers of the world's sea-borne commerce, and the shifting of the world trade center from the Mediterranean, put an end to Majorca's importance as a trading station. It now finds itself in a sort of eddy of world affairs, thrown on its own resources.

Bulletin No. 3, March 11, 1929.

© *Photograph by L. F. Hurlong*

MAKING MUSIC IN MAJORCA

The zombomba is an instrument made from a tin can, a stretched rabbit skin, and a bit of bamboo. In order to produce a note, the player wets his palm and rubs his hand up and down the bamboo rod, producing a sound that is comparable to the lower tones of the cello.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Salonika: the New York of the Balkan Peninsula

"AN OUTLET to the sea" is a demand in many countries. Russia went across Siberia to get an outlet to the sea on Pacific shores. Poland obtained a corridor to the Baltic. Bolivia asks for an outlet to the sea through Tacna.

Countries of the Balkan Peninsula, excepting Greece, have also been eager for an outlet to the sea. Greece has answered their plea by establishing a free zone in the port of Salonika. This city at the mouth of the Vardar River is the natural shipping point of a large territory. The easiest way to world markets from much of Yugoslavia and Bulgaria is through Salonika. Therefore, the establishment of the free zone giving these countries an outlet to the sea advances the cause of peace in the Balkans.

Salonika is famous as a city of refuge as well as a port for shipping. When the Spaniards persecuted the Jews in the fifteenth century, some of them fled as far east as Salonika, and their descendants now help make up the city's large Jewish colony. And in recent years a human deluge of Greeks, who were driven out of Turkey, swelled the census figures from about 150,000 to more than 260,000.

A Trade Rival of Constantinople

The original "Salonikans" are lost in the shuffle of nationalities represented among the inhabitants. On any busy corner one will see nearly as many different races as sit in a session of the League of Nations. There are Greeks from all parts of the peninsula, Albanians, Italians, Russians, Germans, and natives of every Balkan state. Some of their families are among the oldest inhabitants, human remnants of the early occupation of the city when it was a football in the hands of empires. Macedonians, Saracens, Normans, Romans, Venetians, Bulgarians and Turks have ruled Salonika.

Even with such a mixture, Salonika has maintained its prestige as one of the most important ports of southeast Europe. When the Balkan states are at peace and the port is used as an outlet to the sea, it rivals Constantinople. The broad quay along the shore of a well-protected harbor can accommodate ocean-going vessels.

The fine buildings which form a solid wall on the land side of the quay, pierced only by streets leading up into the city, give Salonika a modern appearance. Here and in the commercial district there are shops, coffee houses and a few fine old residences. The Westerner at once notices a lack of parks and other open spaces, but a peep through an open door to a courtyard in a narrow side street reveals that most of Salonika's beauty is hidden behind high walls.

The City to Which St. Paul Addressed Two Letters

In the slum streets barefoot women plod the rough cobbles with loads of wood tied to their backs that one might hesitate packing on a donkey. Smiling, ragged water boys and girls in tatters carry their heavy jugs. Milkmen, too poor to own carts, are weighted down by two 5-gallon cans resting upon their backs until their bodies are at right angles with their legs. The smell of fish permeates the atmosphere and soon one stumbles upon a curbstone restaurateur who, from his little stove set on a soap box, sells food. Often the pedestrian is forced to walk in the

Sumatra Roof Design Imitates a Bullock's Horns

The hut of the Philippine native is somewhat similar to that of the Chinese except that the opening beneath the floor is the barnyard where the chickens and pigs are kept. The roof is shaped like a pyramid whose point has been cut off. The roof of the thatched hut of Sumatra is built to resemble a bullock's horns, rising high at both ends and often capped with brilliant metal that glistens in the sunlight.

In Central Asia and Mongolia one occasionally sees the tepee or wigwam similar to that of the American Indian, but the yurt or felt-covered tent with a cone-shaped roof and straight sides is the usual abode in these regions.

Bulletin No. 4, March 11, 1929.

© *National Geographic Society*

THOUSANDS OF CHINESE CALL A BOAT HOME

The average farmer in China can support a family of five or six on two acres of land, but this is too great an investment for many of the people. The pressure of population, as well as extreme poverty, causes thousands to take to boats such as these, which are used as living quarters rather than as means of transportation.

street lest he tread upon the cheap merchandise of a sidewalk dry-goods store or bump the elbow of a barber in his open-air shop.

But with all its squalor and poverty, Salonika can boast of a glorious past. Several cities have been built on the site since it was founded more than 2,000 years ago. The present one is named for Thessalonike, a half-sister of Alexander the Great. Cicero lived there for a time, Nero and Trajan decorated the city, it was once the temporary home of three emperors, and it became famous in the Christian world as the place to which St. Paul addressed two of his letters.

Where Roman Legions Marched American Street Cars Run

Successive fires and thefts have destroyed historic landmarks. One of its oldest existing antiquities is Vardar Street, which cuts across the city. It was a part of the old Roman Highway from the Adriatic to the Bosporus which earlier still was the Royal Way of the Macedonian kings. Where the Roman legions, the phalanxes of Alexander, and the men of Xerxes trod its surface, an American street car rumbles, driven by a modern Greek or Spaniard. In its course, it runs under an old Roman arch.

Some of the Salonika churches survived the fury of the middle ages and are the finest remains of the past. Many of them were built as Christian edifices, but during the Turks' five hundred years' occupation they became mosques. They are again Christian churches but, viewed from the bay, some of the huge domes and lofty flanking minarets give the city the appearance of a Moslem stronghold of the East.

The Greeks have suffered by remaining in Salonika under foreign regimes, but one source of inspiration to them has been the sight of Mt. Olympus towering among the hills to the southwest.

Bulletin No. 5, March 11, 1929.

© *Photograph by S. R. Vinton*

THESE SALONIKA SCHOOLBOYS ARE CHILDREN OF REFUGEES FROM TURKEY

The Anatolian Greeks, exiles for many centuries from their native land, spoke a tongue different from that spoken by the natives of Greece. Therefore, the first duty of the Greek Government was to teach Anatolian Greeks to speak Greek.